

REMARKS

Reconsideration and allowance of this application are respectfully requested in view of the above amendments and discussion below.

Applicants invention is addressed to a mobile transponder for a vehicle containing optical indicators. Such an indicator can be on a vehicle key so that the driver can locate his vehicle, for example, in a parking lot.

The present invention uses a series of antennas to provide three-dimensional directional characteristics for recognizing a signal from the vehicle and providing an output to be evaluated. The evaluated signal provides information concerning the direction and the location of the vehicle in relation to the mobile transponder, regardless of the orientation of the mobile transponder. That is, the information concerning the direction from the transponder to the vehicle is available no matter how the transponder is held.

Claim 5 has been rejected under 35 U.S.C. §103 as unpatentable over the reference to Saito et al. U.S. Patent No. 4,673,921 in view of Gunnarsson WO 98/23971 for the reasons indicated at the bottom of page 2 and page 3 of the patent Office Action. Claims 6-7 have been rejected under 35 U.S.C. §103 as being unpatentable over the above two references and further in view of the reference to Culpepper et al. U.S. Patent No. 5,657,026, as detailed at the bottom of page 3 on the bottom of page 4.

Applicants respectfully traverse these rejections on the grounds that independent claim 5 provides a structure which, as a whole, is not shown, disclosed or made obvious by the references or their combination.

The reference to Saito et al. has been cited for teaching a mobile transponder for a vehicle with an optical indicator providing direction, to a location of the vehicle and a display for displaying information concerning the location of the vehicle. The reference to Saito et al. has also been cited for teaching an antenna but, as indicated in the Office Action, has no teaching concerning the plurality of antennas, having three-dimensional directional characteristics for recognizing the signal from the vehicle.

The reference to Gunnarsson has been cited for teaching a transponder having a plurality of patch antennas, which exhibit three-dimensional characteristics.

The reference to Saito et al. '921 uses a portable transmitter receiver unit, which transmits a code. A response signal from the car-mounted unit 31 is received by antenna 17 and is subsequently analyzed by the circuit 21. The display 24 provides the level of the response signal. The user then "rotates directional antenna 17 in the horizontal plane, while seeing the changing level displayed by display 24. He then reads the angle through which antenna 17 has been rotated when the displayed level reaches the maximum value, best determining the direction in which the response signal is transmitted and,

thereby, locating the car". Column 4, lines 50-56. Thus, there is no possibility that the reference to Saito et al. can determine the direction and location of the vehicle with respect to the mobile transponder regardless of the orientation of the transponder. Applicant's present invention provides a directional which is without regard to the orientation of the transponder.

The secondary reference to Gunnarsson is a microwave transponder for automatic identification systems that use backscattering. The system includes antennas and a modulation circuit that modulate information sidebands with the information to be read from a microwave signal to generate an effective signal which contains information for reception and decoding by the reading unit. The reference to Gunnarsson includes two mutually parallel but oppositely directed patch antennas which can communicate in all directions.

The present invention does not involve microwaves, which have different antenna structures. There is no indication in the Gunnarsson reference of determining a direction from a transponder to a particular vehicle or object. The ability to communicate from many directions does not infer or indicate that such directions are specifically known.

In conclusion, it would not be obvious to use microwave patch antennas in the structures of Saito et al. The device would not function in the manner of Saito et al. if microwave antennas were used. Furthermore, the use of two antennas by itself does not accomplish the kind of bi-directional location required by independent claim 5.

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The reference to Culpepper et al. U.S. No. 5,657,026, even accepting a statement of the rejection for showing, adds nothing towards meeting the claim limitations of independent claim 1 from which claims 6 and 7 depend.

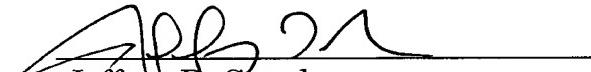
In response to the requirement for an Abstract, please see the separately attached page containing the required Abstract.

Therefore, in view of the distinguishing features between the claimed invention and the references. Applicants respectfully request that this application containing claims 5-7 be allowed and be passed to issue.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

Respectfully submitted,

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MOBILE TRANSPONDER FOR A VEHICLE

BACKGROUND AND SUMMARY OF THE INVENTION

[0001] This application claims the priority of German Patent Document 198 20 921.5, filed May 9, 1998 and European Patent Application PCT EP99/02819 filed April 27, 1999, the disclosures of which are expressly incorporated by reference herein.

[0002] The invention relates to a mobile transponder for a vehicle with a visual display.

[0003] Such a key is known from the DE 3740770 A. The visual display signals whether the vehicle is locked. However, it is often necessary to obtain information about the location of the vehicle. In this context it is known to provide a key of the vehicle with a voice storage, into which the location of the vehicle can be spoken (see DE 4309819 A). Relocating the vehicle is a function of whether this measure was actually performed, e.g. upon leaving the vehicle.

[0004] The invention is based on the problem of providing a mobile transponder for vehicles, whose visual display makes it possible to obtain an additional statement about the vehicle.

[0005] This problem is solved by features of patent claim 1.

[0006] It is now possible with the aid of the visual display to recognize where the vehicle is located. An interrogation signal is transmitted over the antennas. The result is that the vehicle responds in the form of a radio signal. This response is evaluated in the transponder and displayed as visual information. Thus, it is absolutely possible with the directional characteristics of the antennas to detect the location of the vehicle with respect to its direction relative to the respective position and alignment of the transponder. This direction is signaled to the driver by an appropriate visual display.

[0007] The visual display can be designed as a small display, for example an LCD display. The direction, in which the vehicle is located with respect to the mobile transponder, can be presented as an arrow inside the display.

[0008] Correspondingly it is possible to show the directional information with the aid of light, for example LEDs (= light emitting diodes). They can be configured in a circle. The direction, in which the vehicle is located, can be determined with respect to the center point of the circle. Two diagonally opposite LEDs can also be activated. Thus the direction can be determined and indicated relatively. Frequently this information is adequate. Of the two directions that are thus possible, the driver has only to eliminate the direction opposite the actual direction.

[0009] In contrast, an improvement is a design that shows correctly and clearly the direction. One prerequisite is a corresponding directional characteristic of the antennas.

[0010] In another improvement of the invention the antennas determine not only the direction but also, in fact, the distance of the vehicle from the respective location. Thus, the vehicle user has the information, how far away the vehicle is from his respective location, where he and his mobile transponder are located.

BRIEF DESCRIPTION OF THE DRAWINGS

[0011] The invention is explained in detail with reference to the drawings.

[0012] Figure 1 is a first embodiment of the invention, and

[0013] Figure 2 is an alternative to the embodiment of Figure 1.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

[0014] In the embodiment from Figure 1, comprising the parts a, b, and c, a mobile transponder 1, whose individual parts are depicted in b), is integrated into a mechanical vehicle key 2 (a)). The transponder 1 contains four antennas 11, 12, 13, and 14, of which two 11, 12 or 13, 14 are separated from each other by an intercalated shielding plate 3, 4. The antennas exhibit necessarily due to the effect of the shielding plates a directional characteristic that is symbolized by the dashed lobes 11' - 14'.

[0015] The antennas 11 to 14 are assigned a change-over switch 5, by means of which the antennas are activated in sequence by means of an evaluating unit 6. The antennas emit in response to a manual command an interrogation signal, which is picked up by the sought-for vehicle and is answered through output of a

response signal by means of the vehicle. This command is sent by actuating a remote operating push button VR in the key head 9.

[0016] By means of the change-over switch 5 these response signals are entered sequentially into the evaluating unit 6 by means of an appropriate conditioning circuit 7. Owing to the antennas' sensitivity to direction, shown in c), the result of evaluating the entire 4 response signals is information about the location of the vehicle. This information is shown with the aid of a visual display 8, which is provided in the surface of the key head 9. The display 8 comprises LEDs, configured in a circle around a center 8'.

[0017] Of these LEDs the LED lying in the direction of the sought-for vehicle and the LED located in the center are activated. In the case of a horizontal arrangement of the key head 9, the direction, in which the sought-for vehicle is located, is determined by the imaginary connection of these LEDs.

[0018] It is also possible with an arrow arranged between the two activated LEDs to present a measure of the vehicle's distance. In the case of a short distance of, e.g. less than 50 m, the arrow is intensely illuminated; for a greater distance, in contrast, the illumination is weaker. A measure for distance follows from a strength comparison of the response signals picked up with the corresponding antennas 11 and 12 or 13 and 14. Assuming that the signals from the sought-for vehicle are emitted at constant intensity, the result of forming the quotient of the intensity of the corresponding response signals and the

evaluation of this quotient with the individual intensity is information about the distance of the sought-for vehicle from the transponder 1.

[0019] In the embodiment depicted in Figure 2, there are, instead of four antennas, three antennas 21, 22, 23. They also exhibit the directional characteristics, shown with the dashed line. Thus, it is again possible in the respective sequence of interrogation and response signals, which are emitted one after the other with each of the antennas or are picked up as the response of the vehicle, to obtain as information the desired direction and also, by comparison of the intensity of the respective signals, their distance and to display visually by means of a visual display, like an arrow in a display, or, as shown in Figure 1, in an LED circle.

[0020] The foregoing disclosure has been set forth merely to illustrate the invention and is not intended to be limiting. Since modifications of the disclosed embodiments incorporating the spirit and substance of the invention may occur to persons skilled in the art, the invention should be construed to include everything within the scope of the appended claims and equivalents thereof.